

Background and Planning Evaluation

Background and Site Context

The subject site is located in the northeast community of Westwinds, at the southwest corner of Westwinds Drive NE and Castleridge Boulevard NE. The irregular shaped site is approximately 2.32 hectares (5.74 acres) in size and is approximately 285 metres wide and 85 metres deep. The parcel is currently developed with commercial uses, including financial institutions, restaurants, a grocery store, automotive services (carwash), and a veterinary clinic. Access points exist along Westwinds Drive NE and Westwinds Crescent NE.

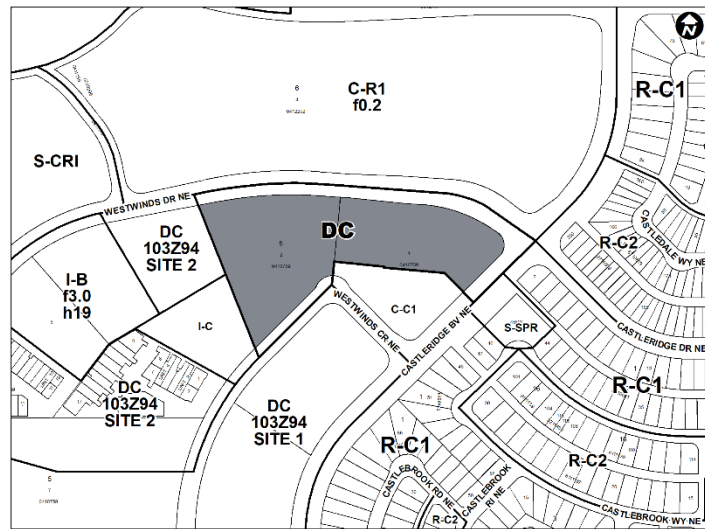
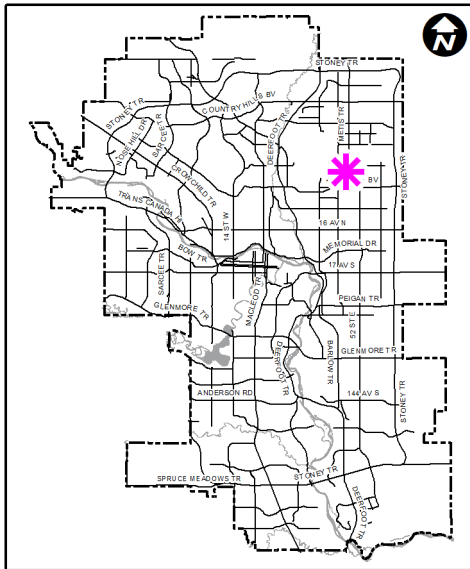
The majority of lands bound by Métis Trail NE to the west, McKnight Boulevard NE to the south, Castleridge Boulevard NE to the east and Westwinds Drive NE to the north are designated as a DC District ([Bylaw 103Z94](#)) that contains light industrial land uses with opportunities for commercial uses. The southwest side of this area contains predominately light industrial uses, whereas the northeast edge (where the subject site is located) has developed in a more commercial-oriented manner. Existing commercial uses are located to the north, south, and west of the subject site with low density residential development to the east. In 2012, the triangular shaped area located on the southeast side of the subject site was redesignated to Community – Commercial (C-C1) District to allow for small to mid-scale commercial development.

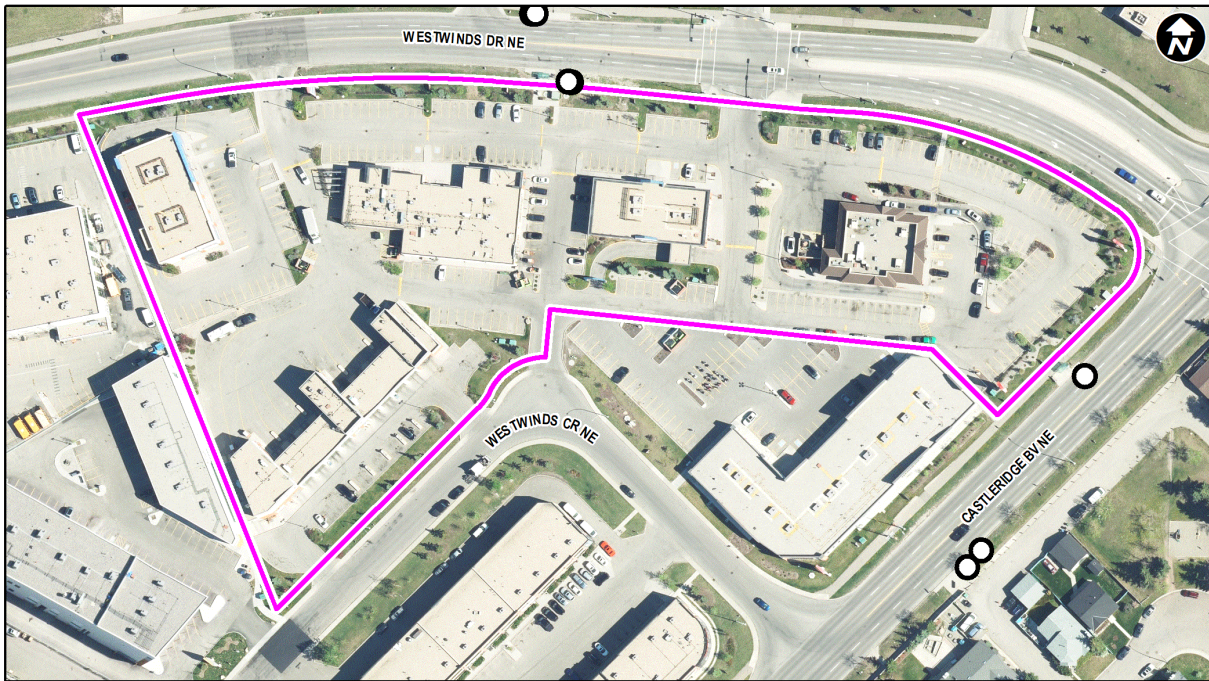
The subject site is located within the 600-metre radius of the McKnight LRT Station.

Community Peak Population Table

Population data is not available for this area as there is no residential population.

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing DC District ([Bylaw 103Z94](#)), which is based on the I-2 General Light Industrial District of Land Use Bylaw 2P80, allows for a wide range of light industrial uses, as well as a variety of commercial uses. Retail uses are limited in size and must be accessory to a principle use. The land use allows for maximum floor area ratio (FAR) of 1.0 and a maximum building height of 12.0 metres.

Since the existing DC District was approved in 1995, the landowner has experienced the need for additional uses, including retail, that were not originally planned for. As there is currently no stock land use district that includes the applicant's desired uses, a new DC District is required.

The proposed DC District (Attachment 2) utilizes the Industrial – Commercial (I-C) District as the base district. The I-C District is an employee intensive industrial district that is intended to be located on the perimeter of industrial areas, has light industrial uses that are unlimited in size, and has small scale commercial uses that are compatible with, and complement, light industrial uses.

In order to accommodate both existing and the desired new uses that are not included within the I-C District, the DC proposes the addition of the following discretionary uses:

- Accessory Food Service;
- Amusement Arcade;
- Billiard Parlor;
- Catering Service Minor;
- Computer Games Facility;
- Drinking Establishment Medium;
- Food Production; and
- Seasonal Sales Area.

A notable difference between the additional uses within the proposed DC and those included in the Applicant Submission is that Market - Minor has not been included in the DC. On 21 June 2021, Council adopted amendments to Land Use Bylaw 1P2007, which absorbed the use of Market - Minor into the existing Retail and Consumer Service use. Retail and Consumer Service is a listed discretionary use under the I-C District. As a result, the addition of this use to the DC is no longer necessary.

The proposed uses are considered to be appropriate given the context of the existing development and proximity to both nearby low density residential, commercial, and light industrial uses. Maximum allowable FAR and building height will remain the same as what currently exists.

While it is recognized that the subject site has developed in a more commercial manner than industrial, the use of an industrial base district can maintain the integrity of the area as employee intensive industrial. By doing this, the possibility for future industrial-based redevelopment opportunities can remain intact.

The proposed DC District includes a rule that would allow the Development Authority to relax Section 6 of the DC. Section 6 incorporates the rules of the base district in Bylaw 1P2007 where the DC District does not provide for specific regulation. In a standard district, many of these rules can be relaxed if they meet the test for relaxation of Bylaw 1P2007. The intent of this rule is to ensure that rules regulating aspects of development that are not specifically regulated by the proposed DC District can also be relaxed in the same way that they would be in a standard district.

Development and Site Design

Redevelopment of the site is not currently being contemplated. The proposed uses are intended to be accommodated within existing buildings. If this application is approved by Council, the rules of the DC District and the I-C base district, will provide guidance for future site redevelopment including appropriate uses, building massing, height, landscaping, and parking.

Transportation

A Transportation Impact Assessment was not required for this land use application. The McKnight-Westwinds LRT Station is located less than 600 metres from the parcel and is approximately a 5-minute walk along existing sidewalks that surround the site. Transit bus routes, including Route 21 (Castleridge), and Route 55 (Falconridge), connect riders from the site to the station. Vehicular entranceways exist on the north side of the site along Westwinds Drive NE and on the south side along Westwinds Crescent NE.

Environmental Site Considerations

An Environmental Site Assessment was not required. No environmental concerns were identified.

Utilities and Servicing

All required servicing is available to accommodate the proposed land use.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

The recommendation by Administration in this report has considered, and is aligned with, the policy direction of the [South Saskatchewan Regional Plan](#) which directs population growth in the region to cities and towns, and promotes the efficient use of land.

Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Interim Growth Plan](#) (IGP). The proposed land use amendment builds on the principles of the IGP by promoting efficient use of land and regional infrastructure, and establishing strong, sustainable communities.

Calgary International Airport Vicinity Protection Area (2009)

The [Calgary International Airport Vicinity Protection Area](#) (AVPA) identifies the subject site as being located within the 25-30 Noise Exposure Forecast (NEF) of the AVPA. The AVPA Regulation was created to ensure that only compatible land uses are developed near airport flight paths. The AVPA Regulation establishes prohibitive uses in certain locations, identified within Noise Exposure Forecast (NEF) areas. The proposed land uses are generally allowable within the noise exposure of 25-30 NEF contour area. Future development permits would be circulated to the Airport Authority and reviewed against the applicable regulations to ensure compliance.

Municipal Development Plan (Statutory – 2009)

The subject site is located within the Industrial-Employee Intensive Area (EIA) as identified on [Map 1: Urban Structure](#) in the [Municipal Development Plan](#) (MDP). The EIA policies encourage the retention of and provision for predominantly industrial uses while other uses that support the industrial function of the area may also be appropriate. The proposed land use is in alignment with EIA policies. In addition to the utilization of the industrial employee intensive I-C District within the proposed DC District, the proposed uses will serve to increase the current number of employees and people into the area.

There is no local area plan for the subject area.

Climate Resilience Strategy (2018)

This application does not include any specific actions that address the objectives of the [Climate Resilience Strategy](#). Further opportunities to align development of this site with applicable climate resilience strategies may be explored and encouraged at subsequent development approval stages.

Transit Oriented Development Policy Guidelines (Non-Statutory – 2004)

The [Transit Oriented Development Policy Guidelines](#) (Guidelines) provide direction for the development of areas typically within 600-metres of a transit station. The Guidelines encourage the type of development that creates a higher density, walkable, mixed-use environment within station areas to optimize use of existing transit infrastructure, create mobility options for Calgarians, and benefit local communities and city-wide transit riders alike. The proposed land use meets the key policy objectives of the Guidelines including ensuring transit supportive land uses, as well as optimizing existing sites and infrastructure.